



Official and Classified ADVERTISEMENTS

Continued from page 15

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Hull seiner record topped again

THE HULL seiner trip grossing record has been broken once again — this time by Christiansborg (Skipper Egon Dam) which sailed into port on Thursday last week.

This vessel is the first Hull seiner to reach the 211,000 mark and her average daily earnings of £1,100 for this trip are also a record.

The port's seiner record was broken four times in 24 days by Boston vessels. The latest Christiansborg landed 495 kits which made £1,000.25p after a ten day trip.

She took over the title from Rosenvang (Skipper Vagn Dam) after she held it for only three days with a grossing of £10,984.36p for 466 kits caught on a 12-day trip.

Christiansborg previously held the record from October 20, 1975, to June 1, 1976, with receipts of £6,206.40p for 384 kits.

Even when Christiansborg lifted the record so high it was thought locally the feat would

soon be bettered.

Seiner catches have always been regarded by local wholesalers as a very welcome supplement to the port's big distant water wet fish supplies. Now, this volume of fish has dropped well down.

Skipper Tom Nialaen, secretary of the Hull Trawler Officers' Guild, said: "This is a sign of the times and a pointer to the future."

"These are very dire times for our depleted distant water fleet and, failing immediate Government action, there can be no worthwhile future for it."

"Already our fresher fleet has undergone very big cuts, taking a heavy toll of personnel both ashore and afloat. But, meanwhile, full-out fishing effort by vessels left in service has been impossible owing to the restrictions imposed by various nations around their shores."

"Catch quotas have been bad enough, but a bigger blow has been the terms of our country's recent agreement with Iceland."

"The position will deteriorate if when, as appears inevitable, 200-mile fishing limits become universal and we have not made any firm stand of our own."

"If our trawlers have to

finish up eventually with only the North Sea grounds, in which our seiners have done so well, then we must have an exclusive 100 mile limit for British fishing vessels both large and small."

"British politicians must

get round the negotiating table as quickly as possible and let it be known — in no uncertain terms — that they will in no way deviate from such a measure, regardless of any pressure by other EEC countries for other action."

"British politicians must

soon be bettered.

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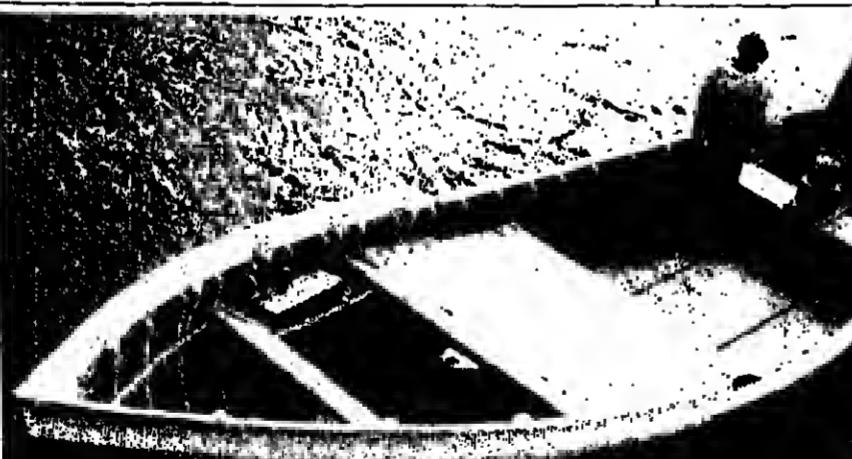
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"Catch quotas have been bad enough, but a bigger blow has been the terms of our country's recent agreement with Iceland."

"The position will



STAR OF FORTUNE (above), recently completed by the Gordon Clarkson boatyard for John Stamp and partner of Redcar. In the 101st vessel operating from this port. Built to WFA specifications, this 30ft. Yorkshire coble is of a traditional design with a beam

of 8ft. 6in. and larch on oak frames. A North Sea Whinchat hydraulic pot hauler, with a 1-ton pull, is fitted at the stern end and she is powered by a Marcraft 80hp diesel engine which drives through a direct gearbox (up to 18in. x 9in. propeller). An alternator is fitted to the engine and she has a fuel capacity of 20 gallons. Hydraulic oil is pumped to a North Sea pot hauler and there is a Whole Gusher bilge pump fitted. Amidships, **Star of Fortune** is rigged out for lobster fishing, and salmon drift netting, also drawlino.

Continued on page 202

Continued on page 202

WANTED: TRAWLERS

75ft./80ft.

Built later than 1970.

For buyer in New Zealand.

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TALLEY'S FISHERIES LTD.

P.O. Box 2, Motueka, New Zealand. Telex: 51316.

WANTED: VESSELS

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Wanted for fishing, under 100t.

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COMMENT

IT NOW IS quite plain, that the most Britain can hope for from any revision of the EEC Common Fisheries Policy, is a 50-mile protected belt off only quarter of the British coast. This is all it seems the Government considers worth asking for, and the odds are we will get a lot less.

To say the least, the fishing industry is soured by the antics of politicians. Even in these dire times when the industry needs all the support it can get, there must be some wry smiles in the fishing ports as the Conservative party now starts to set about the Government over its attitude towards renegotiation of the CFP. After all, was it not the Heath Government which got us enmeshed in the first place? In his rush to get into the EEC, Mr. Heath ignored the protests of the fishing industry, which was worried by the implications of the CFP.

Whatever Government has been in power, politically, fishing has always been something of a non-starter. Although fishing provides the nation with a valuable source of food, as an industry it lacks the most important attraction for a Government votes on a massive scale.

Today, we live in a country where might is right. In this situation, it is men like Jack Jones of the Transport & General Workers Union, who manipulate the Government to a large extent.

Mr. Jones should be reminded that his union has a fishing section and his influence with the Government on the matter of the EEC is vital if his members are to continue to have a job. Or perhaps the same policy prevails in the T&GWU as well as in the Government and only a large voting block counts.

fishing news

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A Lagan Transport refrigerated lorry from Dungannon at Hull market with a load of Irish fish.

£54,717 Iceland trip

A £54,717 grossing

made at Hull last week
was the best by a
British trawler fishing
off Iceland since the
Oslo agreement late in
May.

Newington's *Hommond Innes* brought back 2,798 kts
caught during a 23-day trip.

It was also a personal best
for Skipper Brian Taylor,
whose previous biggest trip
grossing had been around
£47,000 when he was with

Newington's
sidewinder,
Joseph Conrad, just before
Christmas.

Earlier last year he twice
took out *Hommond Innes* when he relieved his brother,
Skipper Dick Taylor, now
back with C. S. Forester.

Skipper Brian Taylor went
to the Icelandic coast on two
trips, achieving grossings of
£33,469 for 2,342 kts on July
16, 1975, and £33,194 for
3,538 kts on August 12, 1976.

About 2,000 kts of cod and
200 kts of codling were
among the latest turnout for
Hommond Innes.

Skipper Brian Taylor told
Fishing News that a couple
of gales had stopped the vessel
fishing for 36 hours. He added
that the ship's biggest
single haul during the trip
had been about 300 kets.

While fish from the Icelandic
grounds were selling well
last week, the deal to sell
Irish fish at Hull is going
ahead.

"Regular supplies of fish
on a twice-weekly basis
are being eagerly snapped up
by members of our
association," Jack Burde,
secretary of Hull Fish
Merchants' Protective
Association, told *Fishing*
News this week.

He said this new venture
had started at the beginning
of June. The fish arrive in
Hull at about 5.30 am in
refrigerated container lorries
after the ferry trip from
Iceland. The fish is then sold
on the market alongside
supplies from overland ports.

Among fish arriving last
week in plastic bags were:
lemon soles, brill, turbot,
pollock, soles, rock
hake and John Dory.

FLEETWOOD'S Skipper Victor Buschini ensured the
heatwave did not affect the quality of the stern
trawler *Fylded*'s Icelandic catch by bringing her home
after only 17 days. *Fylded* landed 1,817 kts, including
1,400 of cod, which sold for £35,685.

Also successful was the
stern trawler *Lunedo*
(Skipper Bill Reader) which
worked Iceland before return-
ing with 1,528 kts, in-
cluding 1,000 of cod, 200 of
mock halibut, 270 of coley
and 15 of reds, which sold for
£29,321.

There was only one other
Iceland landing: *Boston*
Beverley landed 1,157 kts for
£20,500.

But for vessels which have
switched to middle-water
fishing from Iceland, because
of the Oslo agreement, there
were different fortunes.

The new stern trawler
Ideon managed a catch of
only 357 kts which sold for
£8,539, while the side trawler
Wyre Defence fared only
slightly better when she landed
442 kts for a grossing of
£7,123.

But if cod prices remained
comparatively stable, the
same could not be said of
hake which had slumped from
previous months. In fact one
skipper commented that the
monkfish in his catch had
made more than the hake!

The 'pocket' trawler
Replenish also did
well with a catch of 316 kts
including 40 of hake, 55 of
cod, 18 of halibut, five of
whiting, 165 of coley, which
sold for £4,980. Skipper Mick
Oldman was in command.

In the inshore section
prawns provided a valuable
catch for many vessels.

"There is the possibility
that this zone will vary
deth around different parts
of the coast, and I am
course, be seeking discussions
with Whitby fishermen to
what depth is needed at
the Yorkshire coast. In our
fishermen will be
protection."

"I shall then
make a full
proposal for such a requirement
negotiations."

Birds Eye to sell shellfish

WITH three new products
due to be launched this
week, Birds Eye moves
into the seafood market
for the first time.

The range includes peeled
prawns, breaded scallops and
prawn cocktail in pack sizes
for two servings.

Although Birds Eye is the
country's biggest frozen fish
company, until now it has not
attempted to enter this sector
of the market.

Keith Jacobs says: "We
now believe the time is right
for a number of reasons.
Firstly, although we estimate
the total seafood market is
worth up to £50m, the in-
home sector of the market is
valued at only £9m. Last
year, the money spent on
eating out increased by 18 per
cent, but in volume terms
there was a five per cent drop.

"Put simply, more people
seem to be eating at home. So,
we thought, why not serve
them with what is probably
Britain's most popular starter —
prawn cocktail — for example,
at something like 20p
head, as well as the two
main seafood lines — prawns
and scallops?"

At the presentation of its
annual review in London last
week, Birds Eye revealed that
£10m is to be spent on revamping
production and another
£1.5m may be used for
product development.

Despite the result of the
cod war chairman, Kenneth
Webb, said: "Our commit-
ment to Humberside and the
fish landed around these
shores is as great as ever."

He said this new venture
had started at the beginning
of June. The fish arrive in
Hull at about 5.30 am in
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Seiner goes down in North Sea

SHETLAND SKIPPERS INSIDE LIMITS

TWO Shetland skippers
were fined in Lerwick
Sheriff Court last Friday
when they admitted
fishing inside the limits.

John L. Hughson, Skippers,
skipper of *Comet*, was fined
£100 when he admitted
fishing 1.55 miles from Out
Skerries, and not showing the
proper lights.

Norman Grey, an Unst
man and skipper of *Sapphire*,
was fined £75 for fishing 1.62
miles from Bressay light.

Manager's new port

IAN THOMSON (34),
manager of the Peterhead
office of Richard Irvin
and Sons Ltd. for the past
three years, is changing
jobs next month.

He is to become manager of
the Whitehaven fish selling
office of W. Donnan
(Seafoods) Ltd.

His appointment was announced
last week by Christian Salvesen (Seafoods)
Ltd., of which Donnan is a
subsidiary.

Mr. Thomson, who came
from Manchester, joined
Richard Irvin and Sons in
1961 as a fish salesman at its
North Shields branch, moving
to Scotland in 1969. As well as at Peterhead, he has
represented the firm at Oban,
Milnathort, Lerwick and
Newlyn.



WORKBOATS

MEAL PLANT TO TEST STARFISH

STARFISH due to be landed at Fleetwood this week could result in a double bonus for local inshore fishermen.

The catch was to be landed by the 50ft. vessels *Fair Dawn* and *Silver Fern*.

Starfish have long been a

menace to inshoremen because they gather in profusion on the plaece grounds. It is hard labour to shovel them back overboard.

Now the vessels' owner, Jack Andrew, has decided — in combination with the fish meal company of Isaac Spencer and Co. Ltd. — to see if they can be turned into animal food.

The company indicated that it was too soon to talk about the project, but Mr. Andrew said: "Morecambe Bay is full of starfish. They are a nuisance to inshoremen, but if they can be processed satisfactorily there could be some big money in them. "They are there for the catching. At present we have to shovel them over the side."

Fishermen have long been a

Port asks for aid-now

THERE has been a call for quick action to help Fleetwood's fishing industry.

Peter Hewett, president of the Fleetwood Fishing Vessel Owners' Association, giving his reactions to the Commons statement on investment in the industry made by the Minister of Agriculture, Fred Peart, said: "What the Minister has said is interesting and we welcome his indication that the industry will be helped.

"But these are still in the proposals stage. The industry badly needs immediate aid and it needs to know which way it is to go.

"The Government has to hammer out a firm fisheries policy as soon as possible.

"We have been hard hit at Fleetwood by the recent developments and, no doubt, will be hit further. And unless the Government decides on a policy soon and shows us that they want a fishing industry, it will not be a question of redundancies but of whole companies going out of business."

Topped

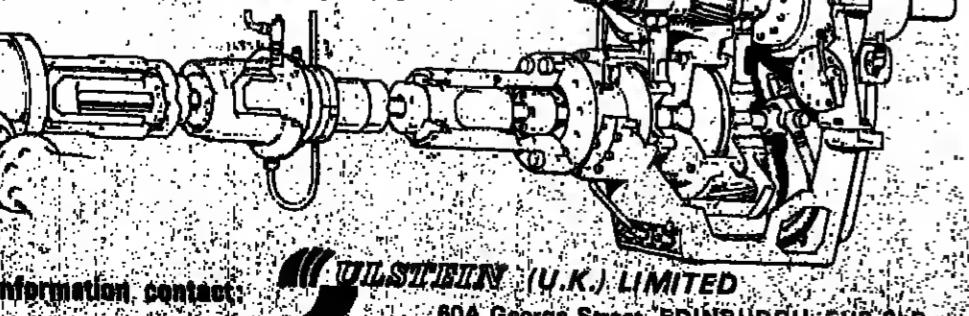
THE VALUE of white fish landed and sold at Peterhead during May was £1,813,812 — a port record.

This was revealed in the collector's return which showed that the value of the catch in May last year was £1,064,703. Improved quayside prices have boosted the monthly value for some time.

Peterhead Harbour trustees, at their monthly meeting, heard of plans to extend the harbour offices to provide accommodation for plots and board room for meetings.

Endeavour — Skipper Matthew Hutchinson's boat which may stop fishing because of the DTI survey.

This is the ULSTEIN "TRAWLER"



For further information contact:

ULSTEIN (U.K.) LIMITED

60A George Street, EDINBURGH, EH2 2LR

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Telex: 727383

Devon move to outlaw skin divers

DEVON Sea Fisheries Committee wants to talk to the Ministry of Fisheries to introduce legislation for controlling skin divers.

He said that the starfish would need considerable analysis and experiment. "It will obviously be some time before we know whether the experiment is a success or not. But I am very hopeful."

Mr. Andrew added that, if starfish did become a viable catch, while vessels were hunting them they would also be able to find other varieties such as plaice at the same time. "So, we will be killing two birds with one stone."

Mr. Andrew said that one of the reasons starfish had not been considered as fish meal material before was because there were ample supplies of fresh fish offal, but with the contraction in supplies because of the Iceland situation, fresh materials were obviously going to be needed.

"I am hoping that the fish meal people will be able to solve the various problems and that 'crossing' catching, instead of being nothing but a nuisance, will be a commercial proposition for the inshoremen."

In recent years Mr. Andrew's vessels have also experimented with herring and sprat fishing with some encouraging results. However, the high price of rigging vessels out for mid-water trawling means the method is not open to most vessels.

"There should be the least possible delay with the encouraging results. However, the high price of rigging vessels out for mid-water trawling means the method is not open to most vessels."

THE 65ft. Newlyn long-liner *Korenzo* fell over at low water when the starboard side leg gave way. Fortunately, the 850-stones of fish in the hold were saved. Skipper Jim Hicks and crew worked hard to save the catch, but there was damage to the hull.

Just hours after the deal was signed, the firm received a firm inquiry from Iceland for similar equipment worth £35,000.

Same job for boat ten-foot shorter

Skipper Matthew Hutchinson of Whitby is soon to take delivery of a new GRP general purpose fishing vessel from the Falmouth, Cornwall, yard of Cygnus Marine.

Speaking to *Fishing News* in Whitby, Skipper Hutchinson said that he had seen *George Weatherill* on the slipway when she was about two years old and he had noticed that her hull was showing very little wear and tear. This had helped him to decide to have a GRP boat built for himself.

His new boat will be 36ft. 7in. long, with a beam of 14ft. and draft of 5ft. The wooden wheelhouse will be aft and the engine, a Gardner GLX of 110 hp.

With her good beam, transom stern and quite deep draft, Skipper Hutchinson believes the new boat will have the same capabilities as his present much longer command, *Endeavour* (WY1).

Built in 1934 at the Anstruther yard of Walter Reekie, *Endeavour* is the oldest of her type in the Whitby fleet. She has always been well liked for her attractive lines.

She is an excellent example of the wooden canoe-sterned vessels built in Scotland in the 1930s primarily for herring ring netting. Several of this type were built for Whitby.

With the time for her Department of Trade safety survey looming up, it may be that *Endeavour* will be forced to retire from fishing.

Skipper Hutchinson said the cost of the survey, and the work required to make her satisfy the modern requirements, had helped him decide to buy a new boat.

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OBITUARY

WELL-KNOWN Stonehaven fisherman, John (Johnny) Watt, has died at the local hospital after a short illness.

A native of Shielhill, near Catterline, about five miles south of Stonehaven, Mr. Watt (61) started fishing on leaving school. He went to Stonehaven in his teens when the family vessel moved there.

During World War II he served with the Royal Navy minesweeper patrols.

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Plane trip laid on for yard open day

CAMPBELTOWN Shipyard is issuing an open invitation to north-east coast skippers and fishing executives to make a one-day flying visit to Campbeltown to see the yard and its latest boat, the 80ft. sloop — pair trawler *Argonaut IV* built for Skipper Davey Smith.

He said that, so far this year, there had been incidents on the South Devon coast at Bear, Berry Head, Start Point, Hope Cove and Burgh Island.

Fishermen at Bear are complaining of more and more divers working without flags, and two had been hit by self-drive boats. Mr. Worden reported that East Devon District Council has been asked by fishermen to ban divers within certain distances of the beach.

The Torbay problem, he said, is just as serious, and one compressed air supplier had reported selling an amount equal to 314 hours diving within four days.

At Berry Head, said Mr. Worden, a diver was discovered over a shell fisherman's gear and he declined to move away when asked because, he said, the sea is free.

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THE CREW of the Scarborough boat *Our Rachel* tried to help a friend whose new denim jeans were just a little too big for him last week.

The boat, skippered by Colin Jankine, towed them 22 miles from Fraserburgh to Scarborough to shrink them. But, after the 28-hour

journey, the jeans hadn't

shrunken an inch...

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Colin Jankine, towed them

22 miles from Fraserburgh

to Scarborough to shrink them. But, after the 28-hour

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8 Sail boat's warning . . .

THE historic Newfoundland fishing schooner *Norma* and *Glady* will sail up the Thames into London on Saturday, July 17, during a round-the-world voyage to present a Canadian warning on dangers to the sea's living resources.

The vessel will berth at the St. Katharine's Yacht Haven below Tower Bridge, and will be open to the public before sailing on July 20 for Bristol. She will be on show there from July 24-29.

The hold of *Norma* and *Glady* has been converted into a display area housing an exhibit which warns of man's threat to sea life. It points out ways of keeping the oceans alive.

The display contrasts the former richness of the Grand Banks grounds with their present depleted state. The concept of proper fisheries management by the coastal state as a means of conservation, is outlined.

Only 50 years ago hundreds of schooners fished for cod on the Grand Banks. Newfoundland alone had a fleet of more than 300. *Norma* and *Glady* may be the last of them.

Man dies under crabber

A MAN helping to clean the underside of a Devon crabber was crushed to death on Tuesday last week.

The 46ft. Amanda (DH 21) went onto her side when she was dried out on a river Dart foreshore. Stanley Crispin of Kingsbridge jumped clear, but Rex Austin (48) was trapped.

Mr. Austin had been helping to clean the boat because, being unemployed, he wanted to occupy his time.



Grimbey FMA chairman, George Coulbeck, with a group of the trainees. He is flanked by book winners Christopher Dwyer (left) and George Bryant (right).

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FISHING NEWS

QUALITY KEEPS SALES UP IN THE HEATWAVE

YET ANOTHER week of non-stop sunshine and blistering temperatures could not stop a string of good sales at Grimsby last week.

The seiners and pair teams did especially well, with the local seiner record being smashed.

Although merchants said they were struggling to sell profitably to usual outlets, there was never any real danger of quantities of fish remaining unsold because of

the remarkable quality of the landings.

Quayside prices might well have been a little better, but with the near end and middle water fleets putting in some fine trips and the week's landings totalling 35,000 kits, the returns were most encouraging. And this is the time of year when earnings are traditionally slack.

It was the Allard, Newson Seiner Baverlay (Skipper Johnny Stringer) which set up the port record for an anchor-seiner (Fishing News, July 2) with a massive turnover of 150 kits, including over 100 of plaice. Many thought it would be good enough to break Hull's hold on the British record. But it was not to be.

On a well supplied market, the year-old vessel made £9,294 to head a cluster of seiners with catches approaching 400 kits. The port enjoyed its best spell of sales fishing since 1972.

There were some first class grossings from the pair teams, too. With nine teams landing during the week, there was no port quite good enough to top the *Morgrethe*, Bojen (Skipper Jens Bojen) and *Fronces Bojen* (Skipper "Lemon" Richardson), who chalked up a combined tally of £22,887 from 1,223 kits after a 10-day North Sea trip through the John R. agency.

At the other end of the scale the distant water trawlers working Ireland also made the most of improved fishing, which reflected a much healthier spot of grossings. For once most of the trips showed profits. Redercentrale claims to have all the Belgian fleet as members, while the Danish PO includes 75 per cent of all boat owners in the country.

Foreign P.O.s in deal on prices

AN AGREEMENT signed between producer organisations in Denmark and Belgium means that members landing in either country will be able to get compensation for withdrawn fish.

The basis of the link between the Danish P.O., *Douske Fiskeres*, and Belgian counterpart, Redercentrale, is that members will respect each other's market regulations.

Since you will have to acquire 7 x 50 binoculars anyhow, you will save money by acquiring binoculars and bearing compass in a single instrument.

Now back to traditional

navigating devices. There are some people with echo sounders installed in their boats who no longer carry lead and line.

Personally, although I have two reliable sounders on board, I always carry a lead and use it frequently.

There are times — when trawling or anchoring — when I want to know exactly what the nature of the bottom is but, good ground discriminators though they are, the sounders will not indicate this precisely. At these times I use the lead.

I also use a lead when crossing bars over which there is little water. When you have only about a metre

under your keel, information from a leadline is almost as accurate as that from a sounding pole and more valuable than that which can be obtained from a sounder.

Even if you never cross such bars, you may find a leadline useful for calibrating your echo sounder at times. So my advice is to get a 7lb. (3.1 kg) lead and an adequate length of plaited, synthetic leadline.

If you are going to complete the hull as an open boat, dispense with electrics and run your echo sounder off dry batteries, a small binnacle compass of a type approved by the Department of Trade and Industry for use in fishing vessels would probably suit you as well as

any.

You can either fix such a compass permanently in position or keep it portable so that you can stow it out of the way when not in use.

Unless you are going to need one for trawling or when making long passages out of sight of land, I don't think it would be necessary for you to get a fit a log.

It won't be long before you know by engine revolutions what speed you are making through the water.

If, however, you consider one essential, I should get an electro-magnetic or doppler speed instrument which has no protruding impeller to get fouled or damaged.

As an echo sounder is almost as essential for navigating as for fish finding, get a good one.

The boat hand-bearing compass I have used is an instrument called the Minicompas which is obtainable from most nautical instrument suppliers.

It is small, light and incorporates a special infinity prism so that you can see the exact bearing without parallax and irrespective of any movement of your eye in relation to the compass.

It is illuminated by Beitalights so that you can use it at night and, if I hadn't any better device for taking bearings at any time of day or night, I would always carry it.

I carry a compass made by Huddersfield, Mould & Prosser, for the Head Marina at Great Yarmouth in Suffolk. It is a 7 x 30 instrument incorporating a compass which enables you to take bearings without taking it from your eyes.

It enables you to fix your position even when you can't see navigation marks with the naked eye.

The compass is illuminated by Beitalights and so you can use it both by day and night.

July 9, 1978

July 9, 1978

FISHING NEWS

Navigating on a low budget

John Burgess' Log



TANGLE NET EXPERT

ON JUNE 18, in reply to a query about tangle nets and where they are obtainable, I omitted to mention that a staunch advocate of single-walled tangle nets made of fine nylon twine is Kevin Green.

He used to make them himself at Fareham, Hampshire, but now that he is manager at Bridport Gundry's Beeton's Branch in Battray Green Road, Lowestoft, they are made by the company.

If you want information on the finer points of working these nets, he is the man to consult.

Tide tables as well as a list of lights, fog signals are visual time signals are published in Reed's Almanac each year.

In my opinion you would be well advised never to go to sea without a copy of this almanac on board.

It contains everything you need to know to navigate your boat around the British Isles — tide tables for every major and minor port, list of all lights and fog signals, collision regulations, information on buoyage, wreck marking, distress signals, first aid and many other matters that will concern you as well.

To supplement it, I should get Oseen's Fisherman's Nautical Almanac which contains some information of specific interest to fishermen not included in Reed's.

To insert positions and lay off courses on charts, you will need parallel rulers and dividers (or patent devices such as Douglas Protractor or Seetel-Luard Course-Setting and Compass Protractor), octagonal BB pencils, India rubber and perhaps a magnifying glass.

If you have any money left after purchasing all these items, a radar reflector, a Happlewhite radar detector which enables you to locate radar-operating vessels. In your vicinity, a Tannoy hailer which enables you to hear sound signals at greater distances and an inexpensive radio receiver with direction finding facilities might also prove valuable aids to navigation.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to answer them if they are sent with a stamped, addressed envelope for reply.

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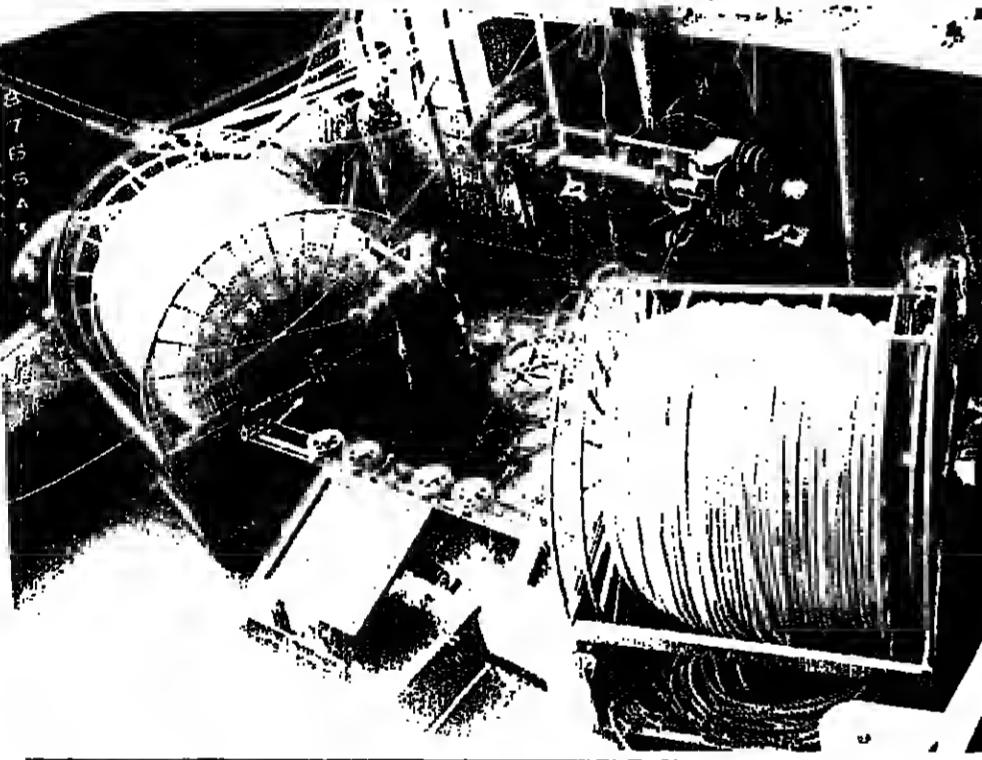
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'ACACIA WOOD' DELIVERED

— now Lewis production line slows



Acacia Wood at Aberdeen. She's fitted with Losse rope storage reels.



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Owners of vessels equipped with low pressure hydraulic deck auxiliaries from A/S Hydraulik Bratvaag of Norway, have been used to turn to Humber St. Andrews Eng. Co. Ltd. in Hull for service and parts for their gear. Unfortunately, for both our U.K. customers and us, this well established company have decided to withdraw from business.

We regret, but respect their decision, and take this opportunity to thank them for a splendid job through the years.

However, F. R. Kitchen Hydraulics Ltd., Hull, have taken over as our service representative to the fishermen of U.K. We know that they will perform

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Owners of *Bin Lalu* wait for incoming tide to float her for the first time.

THE JOHN Lewis shipyard in Aberdeen has just completed the last but one seiner-trawler on its order book due to the lack of demand for fishing vessels.

However, the yard has recently signed a contract to fit out two 88ft. pocket trawlers for J. Marr (Aberdeen) Ltd. They were originally ordered from the Dundee yard of Smith and Hutton, now in liquidation.

During the last eight years, or so, the John Lewis yard has built a very successful series of 88ft. seiner-trawlers, using prefabricated techniques, at the rate of one every two months.

The latest seiner-trawler, *Acacia Wood*, has been built for Skipper Alec Jeck of Hopeman and others and will concentrate, for the time being, on seine netting from Aberdeen or Peterhead.

In general design, *Acacia Wood* is similar to other seiner-trawlers from the Lewis yard, with a transom stern, raked stem and an overall length of 88ft. and moulded beam of 22ft.

Tanks have a capacity of 134 tons of fuel oil and five tons of fresh water.

Propulsion is by a Mirrlees Blackstone ETS16MGR engine, which develops 637 bhp at 750 rpm, and drives the fixed pitch propeller through a 3:1 reduction and reverse gearbox.

Two Gardner auxiliary engines are fitted, and the more powerful unit develops about 127 bhp at 1,500 rpm and drives a Newton Derby alternator plus the hydraulic power-pack for the deck machinery.

The other Gardner engine provides about 100 hp at 1,500 rpm and drives another Newton Derby alternator.

Other equipment in the engine room includes electrically-driven Gilchrist

Gilkes and Gordon bilge and general service pumps, plus Worthington Simpson air compressors.

An Andreas Jensen and Sonner seine and trawl winch is fitted below the wheelhouse and is powered by a Dowty variable delivery hydraulic pump driven from the larger Gardner engine.

The two rope storage reels aboard *Acacia Wood* are from the Losse Hydraulic Co. of Fife and are large enough to take about 16 coils of 4in. rope, although at present they are carrying only 13 coils.

Controls are fitted in the wheelhouse and hydraulics power is provided by a Vickers pump on the larger Gardner engine. Losse Hydraulics also supplied the power block which is driven by the same Vickers pump.

Power is supplied to the rope reels, or power block, via a solenoid switch.

An aluminium gutting shelter is fitted, and the fishroom is insulated with GRP and has a capacity of 120 cu. m. Layout of the deckhouse differs a little from the other Lewis vessels.

Now under construction in the Lewis shipyard is Yard No. 402, which will be another seiner-trawler for Scottish owners.

The two rope storage reels are Losse, and the forward wheelhouse is constructed from marine ply panels.

Work was done in a shed at a boatyard in Cornwall. Decking is of marine ply sheathed

beam, 9ft. 6in. end draft, 3ft. 6in. Displacement is 6.5 tons. Seven 26ft. hulls have been moulded so far, with one going to Ireland and two each to France and Sweden.

Bin Lalu, will be used for both head and long lining. *Bin Lalu*, the second hull out of the mould, was bought complete with transverse and longitudinal frames, engine beds and beam shelf moulded in. This cost £2,300 against the price of the bare shell, £1,860.

Main dimensions of the boat are: length, 26ft.; beam, 9ft. 6in. end draft, 3ft. 6in. Displacement is 6.5 tons. Seven 26ft. hulls have been moulded so far, with one going to Ireland and two each to France and Sweden.

Cygnus Marina is due to complete fitting out its first 26-footer at the end of this month. WFA-approval, she will cost £10,500 and go to a Combe Martin, North Devon, owner.

The speech didn't go on to explain in which areas safety rules might be extended, and for this we shall have to wait and see, but don't think that the existing rules are final. They are just a start.

One inshore extension will be in compulsory training in the use of lifesaving equipment; how to use liferafts and, particularly, in fishing.

Fishing can never be made completely safe and, in fact, casualties to commercial fishing boats have shown a welcome decline over the past year.

In 1974, the Coastguards were involved in 397 incidents involving fishing vessels. This figure was reduced to 377 in 1975 — a small but hopefully significant decrease.

The effect of the safety rules introduced last year can

NEARING completion at the one-men Appledore yard of T. Waters & Sons is a wooden fishing boat.

This 18ft. boat is of the type which were used in large numbers on the North Devon coast for single-handed fishing.

The clinker-built hull has a beam of 6ft. 7in. and a draft of 1ft. 6in. The keel is of English oak, as are the timbers and ribs. The planking is in mahogany.

A Lister 15 hp air-cooled diesel is fitted which makes a simple installation. The boat has been built over the winter 'on spec'.

Below: the oak and mahogany 18-footer under construction at the Waters yard, Appledore.

Above: these liferafts are not very well placed for a vital launching. Below: steel bulkheads in the Hink's yard's 56ft. crabber. Will these be a problem in the future?

These liferafts are not very well placed for a vital launching. Below: steel bulkheads in the Hink's yard's 56ft. crabber. Will these be a problem in the future?



Whimbel — latest in a steady stream of Yorkshire cobles.

Cobles keep on coming.

THERE seems to be little let up in the demand for small inshore vessels along the Yorkshire coast.

The yard of C. A. Goodell at Sandend, near Whitby, has built a steady stream of traditional Yorkshire cobles in recent years and has just completed yet another.

Named *Whimbel*, she has been built to the order of Messrs. Bulmer and Thomas of Redcar, who will use her for potting, lining and salmon fishing.

She is 29ft. long, with a beam of 9ft. 8in., and is an open coble of larch on oak construction.

The engine is a Mercedes diesel, type OM314, which develops 80 hp at 2,800 rpm to drive the 19in.

diameter Gainsborough propeller through a box hydraulic gearbox.

To allow for any possible cable being haulled on to the beach at Redcar, a flexible shaft log float propeller and tailstock are fitted.

Morse single-wheel controls are fitted and the steering is by traditional methods.

A PNP. Duct-Hull pump is fitted, powered from the engine, and the SDR 502 echo sounder is in a box below deck.

When the coble strikes land, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926

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WHEN the coal strike is finally settled, it is believed that several Aberdeen

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will be laid off.

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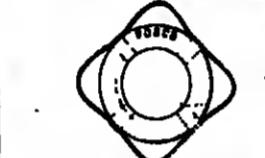
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as the fleet contracts

SUPPLIES of white fish into Britain during 1975 were the lowest for 12 years and British-caught landings slumped by nine per cent compared with 1974. Against this gloomy background, the White Fish Authority presented its annual report, for the year ended March 1976, in London last week.

This depressed supply was mainly the result of the contraction in distant water fishing but, noted the report, an uplift in first-hand prices gave the home water fleet a better year of it.

The economic crisis, and the recent agreement with Iceland, was seen as having a major impact on distant water catching effort. These measures had the effect of "telescoping into a short space of time developments which might, in other circumstances, have been spread less painfully over a longer period, while an orderly transition to 200-mile fishing limits was taking effect".

To counteract the sudden effect of the deal with Iceland special aid is needed, say the WFA, to ease the economic and social disruption.

Total white fish supplies during 1975 were 648,000 tons. British landings dropped by 66,000 tonnes to 689,000 tons — the lowest figure for 14 years.

Imports

Imports, representing 19 per cent of total supplies, increased by 16,000 tonnes (landed weight equivalent), but this was insufficient to offset the fall in landings.

The value of total supplies increased by £1.5m. to £169.1m., owing to an increase of 23.7m. in imports.

The value of landings from British vessels declined by £2.2m. to £126.6m.

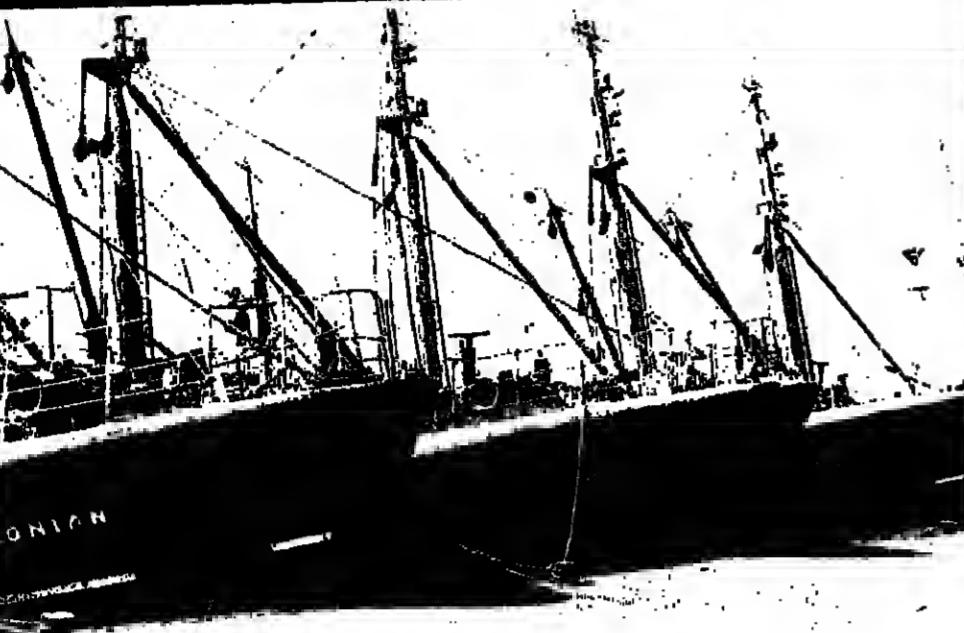
British deepsea landings fell by 48,000 tonnes to 337,000 metric tons.

During the year, the deepsea fleet was reduced by 55 vessels to 398 at the end of December 1975. While the freezer and factory trawler fleet declined by four vessels to 44, their contribution to catch remained stable at about 80,000 tonnes.

Reduction

The number of distant-water wet fish trawlers (140t. and over) was reduced by 27 vessels to 88 and, although total fishing effort in distant waters by both freezers and freezers only declined by 5.6 per cent, these vessels suffered reduced catch rates of 54 tonnes/100 hours trawling compared with 57.6 tonnes for all grounds in 1974.

Iceland remained the most important fishing area and attracted over half the total fishing effort by the distant water fleet. The Barents Sea and the Norwegian coast were both fished more intensively by the British fleet during 1975, but the number of vessels fishing in the eastern Atlantic groundfishing



A familiar scene: white fish trawlers tied to the wall.

During the year, 20 vessels £78m. which the deepest entered the near and middle water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by over 1974. Exports of fresh fish also showed a significant increase in weight and value.

The value of shellfish landings increased in 1975 in each part of the United Kingdom. The improvement of £2.1m. to £13.6m. to some extent reflected slightly heavier landings of shellfish.

Shellfish imports remained little changed at over 18,000 tonnes, the value slipped by £0.7m. to £23.6m. The total import bill for white fish and shellfish, at just over £91m., was only £3.7m. greater in 1975 than in the previous year.

Despite increases in the English and Northern Irish shares of the inshore contribution to the total supplies of white fish continued to grow to 41.5 per cent in 1975, this higher proportion reflected the contraction in supplies rather than an increase in landings.

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Norway

In quantity terms the most significant import increase was in frozen boneless fish from Norway. Most of this was cod, not packed for retail sale.

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